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large geographical interest is his extended treatment of the physical conditions, including climate, concerning which, he says, much wild exaggeration has been circulated, though no one will assert that the climate of the Isthmus is salubrious. He discusses the engineering problems and the various projects for completing the canal. He is not in favour of a sea-level canal, and he says in his final chapter:

It is the unanimous opinion of all the engineers who have had practical experience in canal work and time to thoroughly study the problem, that no sea-level *projet* without locks, and no sea-level canal even with a tidal lock, is practicable that would be comparable in ease and safety of transit to one equipped with modern locks and planned to take advantage of all the desirable elements which the natural conditions offer.

**The Complete Pocket Guide to Europe. Edited by Edmund C. Stedman and Thomas L. Stedman.** xxxi and 505 pp., 5 Maps, 4 Plans and Index to Places. William R. Jenkins, New York, 1905.

A new edition of this well-known "handy volume," which may still be carried in a man's pocket, thanks to the determination of the editors to keep it within the original size. It contains much condensed information, without justifying its claim to completeness. In a small book covering so much ground most attractions can merely be pointed out; but there is descriptive matter for the leading show-places. The commonplace railroad map of Europe is not worthy of the book. To specify only one or two of its shortcomings, Constantinople is not named, and the reader might easily get the impression that there is no direct rail communication between St. Petersburg and Warsaw, the third largest city of the Russian Empire.

**The East Africa Protectorate. By Sir Charles Eliot.** xii and 334 pp., 31 illustrations, 2 Maps, Appendices and Index. Edward Arnold, London, and Longmans, Green & Co., New York, 1905. (Price, \$5.)

Sir Charles Eliot was recently Commissioner for this Protectorate, which, roughly speaking, embraces the territory between the Victoria Nyanza and the Indian Ocean. This region is especially noteworthy because it offers opportunities for European colonization under the tropical sun. Until recently, however, knowledge of the country, as a whole, has been fragmentary and inadequate. The appearance of this book, dealing with all its important aspects and written by a former official who is most competent to treat the subject, is an interesting geographical event.

Sir Charles was sceptical as to the reports that there are wide areas perfectly adapted for occupancy by white farmers, until long investigation and experiment proved the statements to be true:

Much of the territory is still imperfectly known, and even those who have claims to special knowledge are continually surprised by the discovery of new districts, healthy, fertile, and suitable as a residence for Europeans. In this year, though six weeks of it have not yet elapsed, I have received reports of two such districts in parts of the Protectorate which were supposed to be barren, one in the north of the Rift Valley, and one near the western extremity of the German boundary.

The first eight chapters are given to a historical retrospect, a description of the geography of the coast lands, the interior and the remarkable highlands where the conditions favour white colonization, and to a most valuable account of the Swahilis, Somalis, Bantu-speaking and other tribes.

In three chapters devoted to East Africa as a European colony, the author says that the lower parts of East Africa are planters' countries, where Europeans may superintend plantations but cannot reside permanently. The coasts of the African mainland are, with a few exceptions, the best of these districts. The worst parts are the shores of Victoria Nyanza and some swampy places on the coasts.